

CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE

MINUTES

10/5/11

Approved 11/02/11

CALL TO ORDER, ROLL CALL, QUORUM: The meeting was called to order at 7:05 p.m. by Chair Karen Blilie. Those present included: *Arapahoe County* – Nancy Jackson; *Douglas County* – Alison Biggs and Joe Fowler; *Aurora* – Brad Pierce; *Castle Rock* – Rick Wood; *Greenwood Village*– Karen Blilie; *Lone Tree* –Harold Anderson; *Parker* – Mike Sutherland; *AOPA* – Robert Doubek; *Centennial Airport* – Robert Olislagers; *CDOT* – Scott Brownlee; *FAA APA Control Tower* – Dennis Fria; *FAA District Office* – Linda Bruce; and *FAA TRACON* –Bob Twedt. A quorum was present.

Those absent included: *Arapahoe County* – Julie Huun; *Castle Pines* -Maureen Shul; *Centennial* –Keith Gardner/Patrick Anderson; *Foxfield* – Bob Easton; *CABA* – Eric Carson/Lane Richer.

MINUTES: Secretary Alison Biggs presented the minutes of September 7, 2011. Nancy Jackson noted she had not actually been able to attend the September meeting; by consensus, an amendment to reflect that was approved. Mike Sutherland moved the adoption of the minutes as amended. Motion was seconded and the minutes were adopted as amended.

PUBLIC COMMENT: Bill Lueschen of Sapphire Pointe inquired when the update on helicopter routes, scheduled for the September meeting, would be done? He indicated there had been a considerable increase in helicopter flights over his neighborhood, including as many as 4 overflights within a 30 minute time period.

Joseph Calasanto noted he had worked with helicopter operators who indicated a willingness to help solve the problem, although most were already following established flight routes. Comment was made that this does not necessarily help Sapphire Pointe, as it is outside Centennial Airport airspace. Recommendation was made that those affected use Webtrak to identify the offending flights; Todd Green indicated he would contact involved pilots.

Kevin Gross, Alton Park, indicated there had been a problematic low flight over East Florida between Mississippi and Parker Road, but he had been unable to ascertain the height of the flight or any further details, although it looked as if the pilot was looking for a runway. Todd Green had investigated this complaint and believed the plane was at 2,300 feet. Dirk Guenther from DIA indicated he would be happy to further familiarize Mr. Gross with use of the WebTrak system for his identification of offending aircraft.

ROCKY MOUNTAIN METROPOLITAN AIRPORT (RMMA): Kenny Maenpa was present from Rocky Mountain Metropolitan Airport, to share what that airport is doing. The airport has just completed its Master Plan, a copy of which will be placed on the web site. It includes such topics as project goals, a review of existing facilities and support facilities, and a demand forecast. RMMA is approximately ½ the size of Centennial Airport, with an existing inventory of 430 airport-based planes, three helicopters and eight flight schools training there. The airport “designs” to aircraft in the Gulfstream Business Jet family. It is not looking at airport runway expansion at this time, needing to enhance what it has regarding components such as pavement strength. There are some current runways crossing problems which are being addressed through a capital improvement plan. Their clientele is mainly business traffic, with fire control aircraft and research as well.

Question was asked regarding the airport’s projected growth and projected number of operations. The information was not immediately available. Question was asked if RMMA has a noise roundtable, and how does it handle noise complaints. Response was the airport has never done a Part 150 study and does not have a noise roundtable, but it does take noise complaints very seriously. Callers get immediate feedback if they request a response; all complaints on its web site get an acknowledgement of the complaint. The majority of complaints come from the Louisville area; all of their flight tracks involve right turns.

FRONT RANGE AIRPORT: Dennis Heap was present from Front Range Airport to share what that airport is doing. Information about this airport will also be placed on the website. The airport is the last general aviation airport built in Colorado, in 1984. It is 40 minutes from downtown Denver, and 6 miles from Denver International Airport (DIA). The airport owns 10,000 acres – almost as much land as DIA has - so there are no immediate neighbors. The last noise complaint it received was nine years ago. The airport has gone from a high of 120,000 operations in 1999 to under 50,000 in August, 2011. It is seriously underutilized, primarily by single engine planes. It is however, doing terminal renovation,

improving its restaurant and bar, and an event center. It is also doing flight attendant training and has a flight simulator for emergency training. It is planning a "new direction," to embrace its remoteness from development and its convenience to DIA, access to the skilled workforce available in the area. Question was asked if anything at Front Range might eventually affect Centennial Airport. This was deemed unlikely. What might happen to Front Range is also unclear as DIA expands.

Both Kenny Maenpa and Dennis Heap were thanked for coming and for sharing information with the Roundtable.

2012 ROUNDTABLE BUDGET DRAFT: A draft 2012 budget request, to be submitted to the airport for its 2012 budgetary process, was reviewed. Comparative figures from 2010 and 2011 were also available. The airport had allocated \$10,000 in each of those two years, and there had been indication that amount could again be included in the 2012 budget. However, unspent funds would be zeroed out at the end of the year and the entire amount would have to be reflected in the 2012 budget, not just the additional \$10,000. The draft budget had been prepared under the impression the airport wanted an accounting of how the entire amount of money could be expended.

Robert Oislagers indicated the amount of money involved was not sustainable for the Roundtable in future years. He expressed concern about several budget categories, including Website Maintenance, Policy Participation and Professional Services. He indicated the Airport Authority Board has concerns about what the Roundtable might do on its own since it is a component of the airport rather than an independent organization, particularly in the area of Policy Participation. Question was asked why those concerns exist and what the Roundtable had done to give rise to those concerns, as it had spent the time since its formation learning about the various components that make up the airport. No specific examples were provided.

Mr. Oislager indicated they would share any future legislative or policy items with the Roundtable. Question was asked if the airport has a contract lobbyist. Response was the airport uses the Southeast Business Partnership, and Mr. Oislagers also tries to track such activity on his own. Question was asked if the Business Partnership could email or otherwise inform the Roundtable of such activity/items. Response was yes, and that Mr. Oislagers would follow up on that request.

Comment was again made that the Roundtable has been studying and has not as yet determined what it will do with the knowledge gained, so it was difficult to prepare a draft budget without that step having been completed.

Mike Sutherland moved the Roundtable request no additional funds beyond what we already have, and the budget be revised to not exceed that \$16,951.15 amount. Nancy Jackson seconded. Discussion followed. Question had previously been asked if the Roundtable could go back to the Airport Authority Board mid-year if it needed additional funds for a particular project; previous answer had been "no." Mr. Oislagers now indicated the answer was "maybe." Suggestion was made the Roundtable do some strategic planning to determine its future steps, using the work program as a starting point. It was noted reducing Professional Services to \$1,000 and removing Policy Participation would place the 2012 - budget total at \$15,300, below the \$16,951.15 unexpended funds from 2010 - 2011.

The motion of Mr. Sutherland passed, with Harold Anderson voting "no." As he had not been called upon to speak before the vote was called, Mr. Anderson was afforded the opportunity to comment. He indicated, as an elected official, he had concerns about not at least asking for the additional \$10,000 for 2012 as the Roundtable had been granted the previous two years. An active group should continue to ask for this funding pattern to continue, particularly after the Roundtable has spent two years learning and is now poised to put that knowledge to work. He suggested action could have instead been to ask for the additional \$10,000 for 2012, revise the 2012 budget to fit into that \$10,000, keeping the "roll-over" from previous year in reserve for the future when an action plan had been developed.

REMAINING AGENDA ITEMS: The remaining agenda items were deferred to a coming meeting.

PUBLIC COMMENT: None

COMMENTS FROM ROUNDTABLE AND STAFF: The Chair was thanked for all her work with Roundtable representatives in developing the budget proposal for discussion at this meeting.

Suggestion was made that consideration be given to allowing public input during development of future budget proposals, before a budget request is sent to the Airport Authority Board.

NEXT MEETINGS: The next Roundtable meeting will be on November 2, 2011 at 7:00 p.m., Ramada Hotel & Suites, 7770 S. Peoria Street, Englewood, CO.

The next Airport Authority Board meeting will be October 13, 2011 at 3:30 p.m., Wright Brothers Room, Centennial Airport.

ADJOURNMENT: The meeting was adjourned at 9:06 p.m.

Alison Biggs, Secretary

Statement of Purpose, Adopted September 2, 2009

The Centennial Airport/Community Roundtable is a voluntary association of the Airport Authority, communities, federal and state agencies and airport users. It is created to address aircraft noise issues in the communities surrounding the Centennial Airport.

In a non-adversarial, interactive and collaborative open forum, the Roundtable will seek to identify and dimension noise issues, discover possible mitigation actions, find opportunities for implementation and evaluate the effectiveness of the mitigations.

While the Roundtable's initial efforts in the development of a Work Program will be directed on noise issues associated with current aircraft operations, consideration of future noise issues also will be addressed, including interaction with roundtable activities at other airports.